

Appendix J – Other Documents

1	Letter from Donna de la Torre.....	2
2	Email from Armando Goncalvez	5

1 Letter from Donna de la Torre

Mr. Rene Villalobos
Chairman
Department of Industrial Engineering
WP Carey School of Business
Arizona State University
Phoenix, Arizona

Dear Mr. Villalobos,

I have had my staff read your report to the Arizona Department of Transportation on the Logistics Capacity Study of the Guaymas-Tucson Corridor, and they found some serious factual errors that if not corrected may reflect on the overall credibility of your report. We also have some suggestions that you may wish to add to the report that will give ADOT readers an idea on how improvements will add to the capacity of the Mariposa port of entry.

First we need to clarify the inaccuracies in the report over the inspection of the northbound trains entering the DeConcini Port. The trains operate on a fixed schedule they don't just arrive at the port, as is the case with trucks. Customs and Border Protection, Union Pacific and FerroMex have agreed on the schedule. The number of trains is limited not by the operational hours of the Customs and Border Protection officers at DeConcini, but by the amount of freight available for the trains to haul. The current window of 9 a.m. to 5 p.m. is more than sufficient to process the 4 trains that cross daily. It is when the window is not utilized to its fullest that hours have to be extended to compensate for tardiness on the part of the rail roads. The railroads are on time only 3 to 5% of the time.

Our decision to expand the hours of operation is based on workload justification. For instance, in February of this year we added Sunday service when the railroads and some of their customers justified the workload for such service.

Please note that the 2-3 hour processing time noted in your report is due to railroad procedures and regulations of the Federal Railroad Administration. Not by CBP. On a regular day our CBP officers must wait at the border while the railroads go through the lengthy process of preparing the train to cross. Equipment and crews must be changed which may take 1-2 hours and CBP officers are simply waiting for the train to arrive.

When the train eventually crosses we use our x-ray to do the exam of the cars. Out of the average of 800 cars a week we will only ask to exam 3-5 cars a week, less than 1% of all cars. Usually we will release the entire train with no further exams required. The x-ray exam is transparent to the process in that it does not require the train to slow down or stop.

At the Rio Rico yard the train crew must do a complete brake check on the entire train, which will take 2-3 hours. The railroad also at times changes crews again between the border crossing UP crew and the crew that actually takes the train to Tucson and beyond.

If CBP has a container to examine we will use the brake check time to do our exam. Usually our exam is completed long before the brake check is finished. The report states that the CBP exams take 2-3 hours, as you can see this is patently untrue. We hope you will make the correction to your report.

In the same section the report states that the lack of equipment at Rio Rico to meet the CBP inspection requirements for a double stacked train. The report goes on to say that a possible solution would be to have the train proceed to Tucson for the inspection.

It is the responsibility of the importer to present their merchandise for inspection. Rarely would there be a need to completely move the container. Simply allowing the Officers to inspect the container by entering through the side doors should suffice. It is extremely rare when a container needs to be emptied of its merchandise. Most examinations are conducted in progressive stages; x-rayed, k-9, physical exam.

CBP would be interested in discussing areas of mutual concern such as performing any examination at a station in Tucson, Arizona. If the rail road wishes to propose building an examination station in Tucson we would be happy to discuss the proposal in detail.

We believe that two improvements to the Mariposa truck crossing that will have an enormous positive impact on the port's truck capacity should be included in the report. The first is the doubling the number of truck lanes from two to four lanes. Construction of the two new lanes is almost complete with the grand opening scheduled for August 15, 2006. One of the two new lanes will be a dedicated FAST (Free and Secure Trade) lane. This modern technology will allow prescreened trucks to proceed immediately through the border with only the bare minimum of delay.

Also next year all carriers and brokers will start using the electronic manifest system (E-Manifest). Truck manifests will be electronically sent to CBP for prescreening and targeting.

During preliminary tests of E-Manifests at Mariposa reduced the processing time at the primary booths from 3-4 minutes to less than 15 seconds.

Both of these improves will be working years before the first container ship arrives at Guaymas. You can understand why these two improvements will increase our truck capacity.

Again, thank you for allowing us to comment and assist you in providing the most accurate report to your readers. If you have any questions please contact Mr. Brian Sweeney of my staff.

Sincerely,

Ms. Donna de la Torre
Director, Filed Operations
Tucson, Arizona

2 Email from Armando Goncalvez

-----Original Message-----

From: Goncalvez, Armando [mailto:armando.goncalvez@dhs.gov]
Sent: Monday, April 24, 2006 6:51 PM
To: Rene.Villalobos@asu.edu
Subject: CBP Response to Survey
Importance: High

----- cc:Mail Forwarded -----

From: BRIAN M SWEENEY
Date: 04/24/2006 01:50 PM
To: ARMANDO GONCALVEZ
Subject: Re:ASU Response
Rene:

Just in case Mr. Sweeney didnt send to your email. You should receive a hard copy from our director. Regards,

Armando

Forward Header

Subject: Re:ASU Response
Author: BRIAN M SWEENEY
Date: 4/24/2006 1:50 PM

Reply Separator

Subject: ASU Response
Author: ARMANDO GONCALVEZ
Date: 4/24/2006 1:23 PM

Brian,

Thanks for letting me see the draft response. Please note the suggested changes and route to Mr. Villalobos by COB today. I would suggest email and hard copy through regular mail. Thanks

Armando

(See attached file: ASU.DOC)

Reply Separator

Subject: Re:Fwd:
Author: BRIAN M SWEENEY
Date: 4/21/2006 4:21 PM
(See attached file: ASU study response.doc)

how does this look? Should we send this on to Rene Felix??

Reply Separator

Subject: Fwd:
Author: ARMANDO GONCALVEZ
Date: 4/21/2006 10:59 AM

Brian,

I believe that this group met with you and requested traffic volumes for the commercial environment. I ran into Mr. Villalobos at a meeting yesterday and he commented that the draft was ready for final print. I requested a copy of the study for my edification and I was surprised to see that the info on the rail paints a bad picture of CBP rail operations. In short, I have some concerns pertaining to the accuracy of the report.

I recommend that we brief Ms. De La Torre to determine if any action to correct the document is required.

For example,

Page 53

"According to UP the main restriction for the operations of railroad service between Nogales and Tucson is the operational schedule of the customs officers at the DeConcini Port of Entry and at the inspection site in Rio Rico. According to UP these inspections require around 2-3 hours per train, which is consistent with the estimation from CBP."

Armando Goncalvez
Program Manager
Tucson Field Office
520-407-2323

Forward Header

Subject:
Author: Rene.Villalobos@asu.edu
Date: 4/21/2006 12:18 AM

Hi Armando:

I am attaching the report. Please let me know if you have any comments or corrections to the report. We are particularly interested in those factors that may have an impact on our estimates of the overall capacity of the Corridor.

Thanks,

Rene

****NOTE**** This message was unable to be scanned for viruses because it is encrypted. If you are unsure of the source of this message, please discard.

(See attached file: Final Report.pdf)

(See attached file: Appendix A_Original_Proposal.pdf)

(See attached file: Appendix B_Review of Studies.pdf)

(See attached file: Appendix C_Studies Matrix.pdf)

(See attached file: Appendix C_Studies Matrix.xls)

(See attached file: Appendix D_Process Map.pdf)

(See attached file: Appendix E_Corridor Infrastructure.pdf)

(See attached file: Appendix F_Estimation of Capacity.pdf)

(See attached file: Appendix G_Visits matrix.pdf)

(See attached file: Appendix H_Mariposa Port of Entry Simulation.pdf)

(See attached file: Appendix I_Port of Guaymas Simulation.pdf)